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Subject: Update - 14 Feb 2019 - Lindsey Lake Tanker Spill (OERS 2019-0334)
Date: Thursday, February 14, 2019 9:45:18 PM

Hello all:

An update on the Lindsey Lake tanker spill. As of 1900 this evening:

- We have now have documents together for a basic Incident Action Plan and anticipate signatures from the members of our Unified Command before we kick off another day of ops at 0700 tomorrow. Unified Command members are EPA, DEQ and Space Age Fuel. Space Age, the Responsible Party, is being represented in Unified Command by a consultant from HydroCon LLC.
- Despite the continued challenges of poor weather and a site that offers little in the way of access for cleanup or product recovery, our primary objectives remain:
 - Safety of responders and the public
 - Containment of the remaining diesel fuel at the foot of the highway embankment in Lindsey Lake
 - Protection of environmentally and culturally sensitive areas, including the spawning habitat identified at the outlet of Lindsey Creek
 - Deployment of boom to prevent the spilled fuel from reaching the Columbia River
- Jamie Collins took over DEQ management of the response today from Bryn Thoms. Chris Richardson (DEQ Salem) and Charles Kennedy (DEQ Bend) will be on site tomorrow to assist in the Environmental Unit.
- Air monitoring and water sampling continue. EPA's START contractors measured elevated concentrations of volatile organic compounds (VOCs) on the highway today at the location of the incident. EPA initiated a consult with the duty officer at the Agency for Toxic Substances and Disease Registry (ATSDR); the elevated VOCs are unlikely to pose a threat to the general public, based on the assumption that drivers will be transiting through the location at highway speeds of 50-65 miles per hour. However, a strong odor of diesel fuel will continue to be present as fuel from the wet roadway is volatilized by passing vehicles and snow plowing operations continue.
- The elevated VOC concentrations and elevated benzene concentrations (observed on the embankment where much of the spilled fuel is bound up in snow and ice) **do require** we move to a higher level of respiratory protection for our responders working in the hot zone. Workers at the site will begin wearing respirators until air monitoring indicates it is safe to conduct operations without them.
- Sheens were observed today on Lindsey Lake (both within and outside of the containment area/collection point) and in Lindsey Creek. The sheening observed outside of the boomed containment area was due to diesel-laden snow thrown from the roadway by passing snow plows. We have worked with ODOT to slow the speed of the plows through the area so the

snow does not reach waters that lie outside our multiple layers of containment boom.

- Additional containment and protective boom deployment will take place tomorrow (Friday). Soft boom will be deployed in Lindsey Creek to mitigate impact from the sheen observed there.
- Our focus tomorrow, with the assistance of ODOT, will be development of tactics to recover diesel fuel at the collection point formed by the containment boom at the foot of the embankment.
 - Pure diesel fuel has been observed flowing down through rocks in the road prism, where it is collecting in snow and ice at the lake edge.
 - With anticipated rain and warming temperatures, we are working to develop a plan to recover this fuel as it begins to migrate downslope toward the lake in greater quantities.
 - This will be a significant logistical and tactical challenge since there is no real highway shoulder at the incident location, and there is no direct access from the river due to the location of the railroad tracks. The steep embankment means the fuel will have to be pumped upslope to the roadway, or instead over a very significant distance across the lake and under a culvert to a barge on the river. Each of these options has its own challenges, but we will develop the most effective plan we can while working through Unified Command. We are leaning toward the former option.
 - ODOT has promised assistance to facilitate lane closures for this work, which will be required to accomplish the work safely and effectively. We will work with ODOT to mitigate the hazards associated with the planned operations.
- Two notes of gratitude:
 - **Union Pacific Railroad** has granted us access to the service road that runs alongside the tracks between Lindsey Lake and the Columbia River. With our inability to use the ODOT weigh station for access to the site, this has helped us immensely.
 - **Oregon State Parks** has very graciously offer us the use of facilities at Viento State Park for a command post. State Parks personnel even plowed out the parking lot to create room for all our trailers and vehicles. Bravo Zulu and thank you.

I will provide another tomorrow evening unless an interim report is warranted.

Jamie

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